

A. R. B. N O T I C E

No. 42

Issue 1.

1st December, 1966.

TAILPLANE ATTACHMENTS IN TAYLORCRAFT PLUS D, AUSTER 3, 4, 5, 6, 6A & A.6I VARIANTS, AND J SERIES AIRCRAFT OTHER THAN J.I.U.

I Introduction

- 1.1 A substantial number of flying hours has now been completed by aircraft on which the tailplane to fuselage attachment bolts have been turned through 90° (i.e. from vertical to horizontal). In no case has any cracking of the attachment stubs been found.
- 1.2 Although the modifications which alter the position of the attachment bolts are not mandatory, the Board is satisfied that their embodiment can remove the necessity for the regular examination originally required. The inspection requirements of paragraph 2 are written with this in mind.

2 Tailplane Attachment Fuselage Front Stubs

- 2.1 All Auster J.5.F. Aiglet Trainers are to be inspected at periods not exceeding each 100 hours' flying for signs of failure of the tailplane attachment stubs, except that this inspection need not be carried out if Modifications Nos. 3252, 2555 and 3234 are embodied.
- 2.2 All Taylorcraft Plus D and Auster variants other than J.5.F., are to be inspected at periods not exceeding each 300 hours' flying for signs of failure of the tailplane attachment stubs, except that this inspection need not be carried out if Modifications Nos. 3252 or 3413, together with 2555 and 3234 are embodied.

NOTE: For ease of reference the descriptions of the relevant modifications are as follows :—

- | | |
|--------------|---------------------------------------------------------------------------|
| 2555 | Safety tube installed in front tailplane attachment stubs. |
| 3234 | Split pin to retain safety tube in position. |
| 3252 or 3413 | Tailplane to fuselage attachment bolts turned to the horizontal position. |

3 Tailplane Leading Edge Tube Tailplane front attachments must be inspected for signs of fracture of the leading edge tube in the vicinity of the saddle washers. After inspection the serial numbers of the tailplanes fitted to the aircraft and the date of the inspection must be entered in the aircraft log book, and the entry must also indicate whether the saddle washers are brazed or welded to the leading edge tube.

3.1 If the saddle washers are found to be brazed, the inspection must be repeated at periods not exceeding each 300 hours' flying.

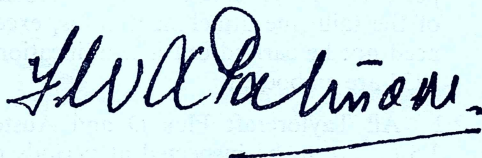
3.2 If the saddle washers are found to be welded, subsequent inspection as indicated in paragraph 3.1 will not be necessary, neither is this inspection necessary on aircraft having Modification No. 3252 or 3413 embodied, as saddle washers on these tailplanes are of the welded type.

NOTE: Recommended methods of crack detection are given in the appropriate Leaflets of Section BL/8, Non-destructive Examination, of Civil Aircraft Inspection Procedures.

4 Notification The presence of any cracks in the fuselage tailplane attachment stubs must be reported to the Design Manager, Beagle Aircraft Limited, Rearsby Aerodrome, Rearsby, Leicester, indicating whether Modification No. 3252 or 3413 has been incorporated.

5 Cancellation This Notice cancels Notice to Licensed Aircraft Engineers and to Owners of Civil Aircraft No. 42, Issue 5, dated 23rd September, 1963, which should be destroyed.

By Order of the Board,

A handwritten signature in dark ink, appearing to read 'J. W. A. Palmer', is written over a horizontal line.

Secretary.

Air Registration Board,
Brabazon House,
Redhill,
Surrey.